

National Transportation Safety Board
Office of Aviation Safety
Washington, DC 20594



ANC23FA003

WRECKAGE EXAMINATION REPORT

November 8, 2022

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A. ACCIDENT

Location: Mokuleia, Hawaii
Date: November 5, 2022
Time: 0811 Hawaii standard time
1811 UTC
Aircraft: Airborne Windsports; Registration N444EZ

B. WRECKAGE EXAMINATION REPORT

Investigator	Mark Ward National Transportation Safety Board Anchorage, Alaska
Party Coordinator	Jason Wyatt FAA, Honolulu FSDO Honolulu, Hawaii
Party Coordinator	Denise Sanders Paradise Air Hawaii Inc. Haleiwa, Hawaii

C. SUMMARY

On November 5, 2022, about 0811 Hawaii-Aleutian standard time, an Airborne Windsports Edge XT-912-L weight shift control light sport aircraft, N444EZ, was substantially damaged when it was involved in an accident near Mokuleia, Hawaii. The flight instructor and initial/introductory flight training student were fatally injured. The aircraft was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

Lat/Long: N 21 34' 46 W 158 14'19
Altitude: 6 ft
Location: About 2.45 NM west from the center of Dillingham Airfield



Figure 1 Google map image of accident site.

2.0 Airframe Examination

- Impact damage to outboard leading edge of the wing, and wing struts. More damage was present on the right wing leading-edge.
- The mast that holds the wing to the fuselage was impact damaged. It was fractured above the double wall sleeve, a backup safety cable remained attached.
- The left and right wing attachment points remained attached between the wing and the fuselage.
- The cockpit was destroyed from impact with the ground.
- Flight control continuity was confirmed from the control inputs to the control surfaces.
- The three left battens that separated during the flight were not recovered and therefore could not be examined.
- Figure 2 details the connecting points of the flight control system on an exemplar aircraft. On the accident aircraft all of the connecting points of the flight control system remained connected, except for the right wing, which was impact damaged.



Figure 2 Illustrated exemplar aircraft flight control connecting points



Figure 3 View of the cockpit and wing



Figure 4 View of one of the remaining hinged batten fittings.

2.1 Parachute

The safety pin was removed from the parachute, and it was partially deployed.



Figure 5 View of the parachute (Courtesy of Honolulu Police Department)

2.2 Fuel System

The fuel tanks were breeched and the tanks were empty.

3.0 Engine Examination

- Left intake tube was missing due to impact damage
- Both carburetors were disconnected from the engine from impact damage
- Both air intake filters were crushed from impact.
- The carburetor bowls were separated due to impact damage. The cable from foot throttle control was cut about 6 inches from the pedal. The cut in the cable lines up with impact damage on the airframe. Throttle cable had numerous locations of damage from tension and cutting from impact damage.
- The engine mounts were broken from impact damage.
- The left side exhaust was pulled away from the engine due to impact damage.
- Right side exhaust remained attached and had impact damage from the right wheel strut impacting the exhaust collector during impact.
- All of the sparkplugs remained in position.

- The right side of the engine had one top sparkplug wire that was damaged during impact.



Figure 6 View of the engine

4.0 Propeller Examination

- All three propeller blades remained attached to the hub, the outboard portions of all the blades were impact separated.

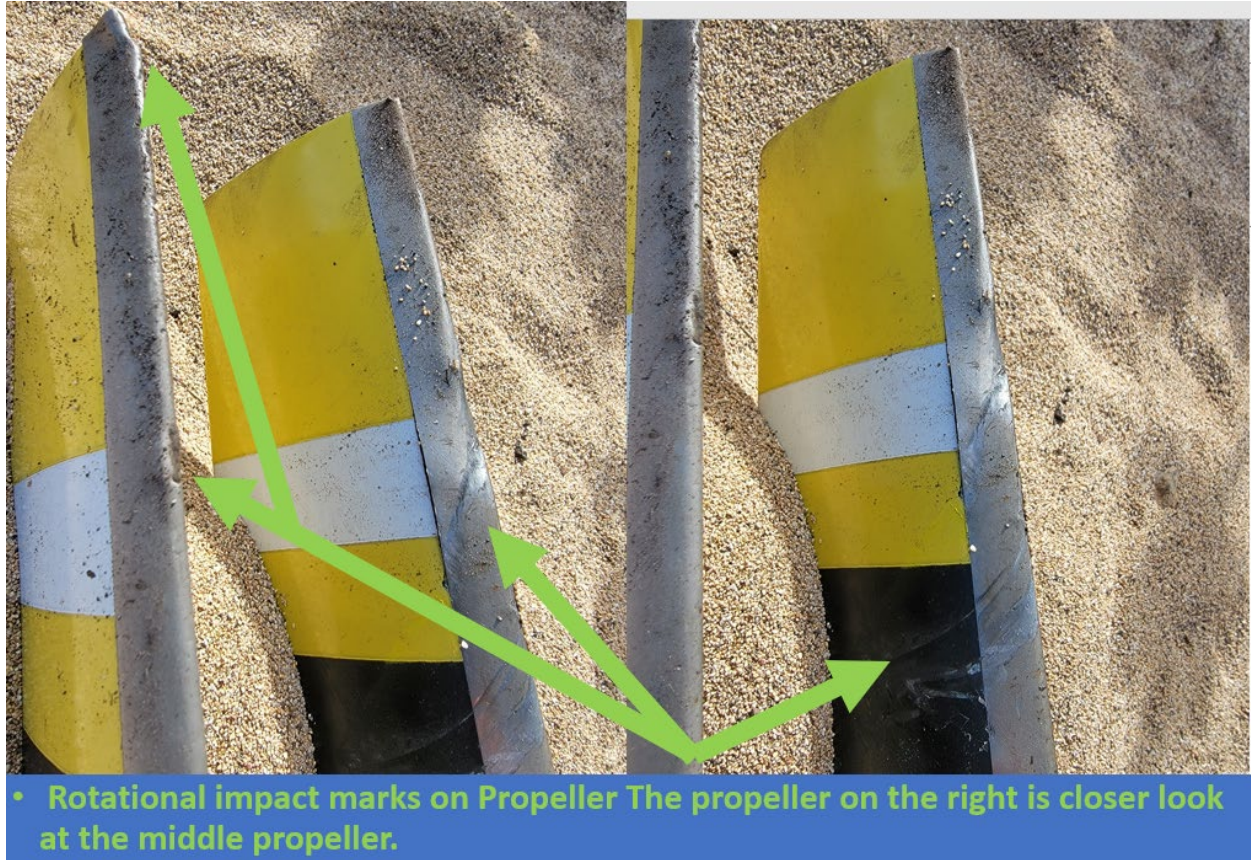


Figure 7 View of the propeller blades

Submitted by:

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